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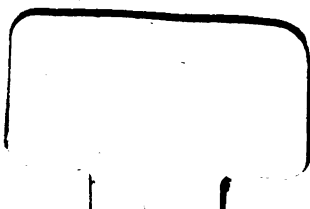
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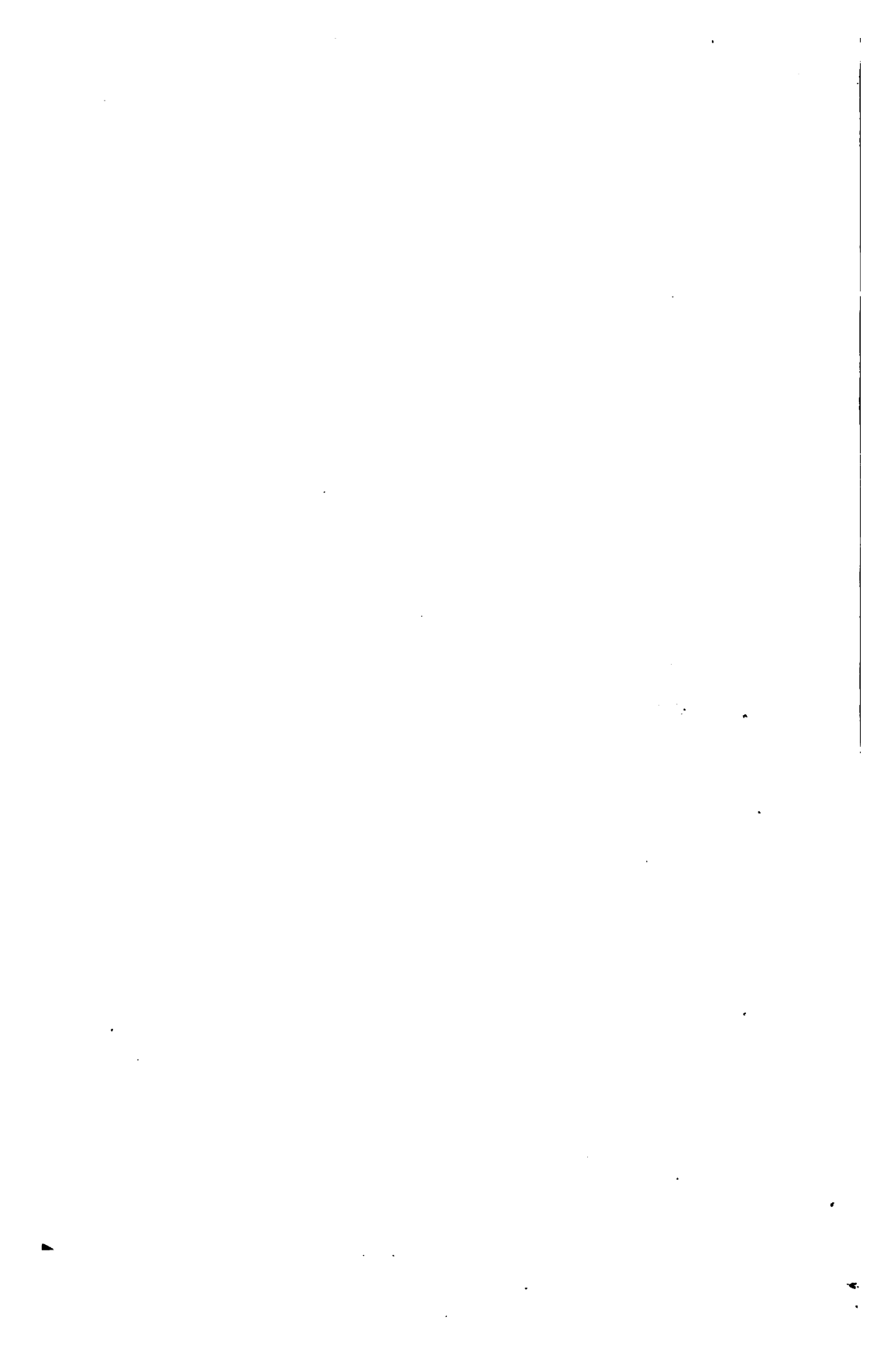
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BRIEF FACTS ABOUT BOLIVIA.

✓ The population of Bolivia is nearly 3,000,000.

✓ Spanish is the national language of the Republic.

The American dollar is equivalent to 2½ bolivianos.

✓ Bolivia is the third largest country of South America. ✓

The Bolivian Congress meets annually on August 6 for a session of 60 days; the session may be continued to 90 days. August 6 is the Independence Day of Bolivia, corresponding to the Fourth of July of the United States.

Bolivia is a member of the Universal Postal Union. To send a parcel post package from the United States the combined length, breadth, and thickness must not exceed 6 feet or weigh more than 11 pounds.

Bolivia was the first South American nation to follow the lead of the United States in protesting against the unrestricted use of submarines by Germany, and in breaking relations with that government.

Bolivia has seven wireless telegraph plants erected or under construction. Aerograms are now received in La Paz from various countries.

Bolivia was freed from Spanish control in 1825, at which time the first Assembly of Deputies convened. General Sucre was elected the first president of the country.

Letter postage to Bolivia is five cents for the first ounce or fraction thereof, and three cents for additional ounces.

After the United States and Mexico, Bolivia is the richest mineral country of the Americas.

Telegraph service in Bolivia is controlled and largely operated by the government, but some private lines are in use.

Duties on general merchandise into Bolivia average about 30 per cent ad valorem; provisions are assessed at 25 per cent ad valorem, while liquors pay a higher rate. Personal baggage is admitted free of duty.

Goods shipped to Bolivia must be accompanied by a consular invoice; this is supplied by the Bolivian Consul at the port of shipment.

Bolivia maintains customs houses at Puerto Suarez, La Quiaca, Tupiza, Tarija, Yacuiba, Villa Bella, Cobija, Arica, Antofagasta, Mollendo, Guaqui, Uyuni, Oruro, and other places.

Taxes on commercial travelers visiting Bolivia are assessed by the municipalities, and rates are not uniform. In La Paz all taxes do not exceed \$115 a year.

Bolivia is establishing aerial services. A distinguished military flyer was recently engaged as instructor; aeroplanes were purchased in the United States.



SR. DON JOSE N. GUTIERREZ GUERRA, PRESIDENT OF BOLIVIA.

On May 6, 1917, Sr. Don Jose Gutierrez Guerra, formerly minister of finance, was elected President of the Republic of Bolivia. Born September 5, 1869, of distinguished English lineage, Sr. Gutierrez Guerra was best known, prior to the breaking out of the European war, as a prominent banker and eminent political economist. He had never sought political preferment; although he had served his country in various capacities involving expert knowledge in his chosen lines of activity. He received his higher education in London and Manchester, and upon returning to his native country became identified with the Huanchaca de Bolivia Mining Co. in 1887. Subsequently he became connected with the National Bank of Bolivia, and in 1892 was made chief accountant of the National Treasury. In 1893 he was made the chief of the commissary division of the colonial department of the northwest, in which capacity he evinced the highest executive ability and a notable genius for organization. In 1895 he was made assistant secretary of finance of the Bolivian Government, and the next year inspector general of banks. His wide experience in financial matters made him an authority on banking, and in addition to the performance of his arduous duties he found time to become the author of two notable works dealing with this subject, viz., *Banking Questions*, published in 1910, and *Banking Reform*, published in 1913. His entrance into the purely political field dates from 1914, when he was elected as a member of the Chamber of Deputies. He was made vice president of that body the same year, and in 1915 became its president. Before the conclusion of his term he was given the portfolio of ministro de hacienda (secretary of finance) in the cabinet of his predecessor, President Ismael Montes. Nominated as the candidate for the presidency by the Liberal Party the latter part of 1916, he was triumphantly elected to the highest office within the gift of his people, a fitting recognition of his past services to his country and a deserved tribute to his great ability and unselfish patriotism.

BOLIVIA

THE HEART OF A CONTINENT

A FEW FACTS ABOUT THE COUNTRY AND ITS ACTIVITIES

**PREPARED FOR THE
BOLIVIAN LEGATION, WASHINGTON, D. C.**

BY WILLIAM A. REID

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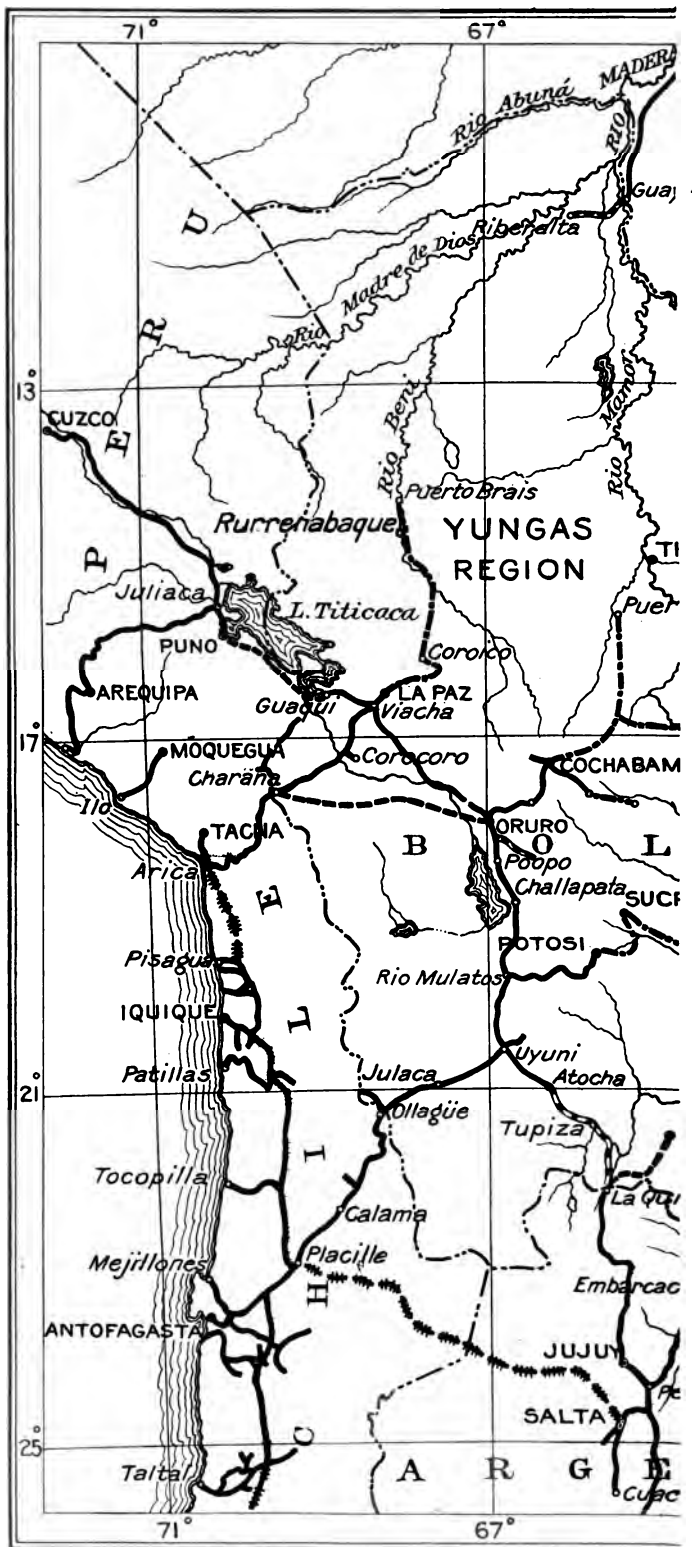
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LAKE TITICACA, BOLIVIA.

The highest steam-navigated lake in the world is Titicaca, which lies partly in Peru and partly in Bolivia. The level of this lake is 12,545 feet above the sea. It is about 145 miles long by 69 miles broad, and is divided into two unequal parts by the peninsula of Copacabana, the southern division, called the Lake of Hauqui, being united to the larger body by the narrow strait of Tiquina. The principal islands of the lake are Titicaca and Coati, near the above-named peninsula.



BOLIVIAN RAIL

The first aim of the Government in providing modern transportation has been the Yungas road now building and the completed line to Cochabamba and eastern agricultural regions.



been to link the mineral regions and larger cities with the seacoast. are the results of efforts to connect the highlands with the northern

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A GLANCE AT BOLIVIA

Surrounded by five nations, or by half of the republics of a continent, Bolivia occupies a unique and important position in connection with the welfare and progress of South America. Inland in location, but endowed by nature with products and supplies suitable for the industrial and densely populated nations of the world, the republic in recent years has turned greater attention to providing modern outlets—to the construction of railroads.

Neighboring nations also appear to have recognized the fact that their own progress is closely linked with that of Bolivia, for practically all of them have built railroads to connect with those of the Bolivian republic. Argentina has constructed northward to the Bolivian border; two Chilean roads climb the Andes to Bolivia's frontier; a leading Peruvian road leads to the border lake, Titicaca; while Brazil has steadily pushed the iron rails from the Atlantic westward for hundreds of miles almost to Bolivia's eastern boundary, the Paraguay River. Commerce is calling for an extension of the latter road to Santa Cruz in Bolivia, the proposed route lying through an almost virgin region, but comprising lands known to be highly productive. Again, Bolivia contemplates extending the railway from Cochabamba to Santa Cruz; the consummation of the two enterprises would, therefore, complete rail connection from the Atlantic to the Pacific.

Thus, by gradual additions to railway mileage within Bolivia's border and through neighboring territories, the heart of South America is being pierced and opened to exploitation. A great part of this heart or undeveloped area belongs to Bolivia, so by looking into the future we might liken her position to that of a pivotal nation—much of the traffic developing in contiguous territory seems destined to pass outward over Bolivian railroads and rivers. A striking illustration of this fact is the recent unprecedented traffic flowing between Argentina and Peru and vice versa via the Bolivian railways.

In the highlands of Bolivia between Lake Titicaca and La Paz stands the station of Viacha, from which railroads radiate northward, southward and eastward.



VIEW OF THE GLACIERS OF HUAYNI-POTOSI, BOLIVIA.

This view was taken from a tin mine located on the slope of the mountain, which is over 20,000 feet in elevation. Remote from the railroads and in a region always cold because of the proximity of perpetual snow and ice, successful mining operations have long been conducted.

Commenting on his experiences in this part of Bolivia and with an optimistic prophecy as to the future, Viscount Bryce, the well-known English statesman, observes:

"Viacha may some day be an important railroad center, like Crewe or Chicago or Cologne. At present it is inexpressibly bleak and dreary, standing alone on a dusty and treeless waste. But the traveler of the future who has to wait here to "make his connections" will, while he paces up and down inquiring how much the incoming train is behind time, be able to feast his eyes on the incomparable view of the great Cordillera Real, piercing the northeastern sky, and here ending towards the south in the snowy pyramid of Huayna Potosi, round whose flanks gather the clouds that rise from the moist eastern forests sixteen thousand feet below."

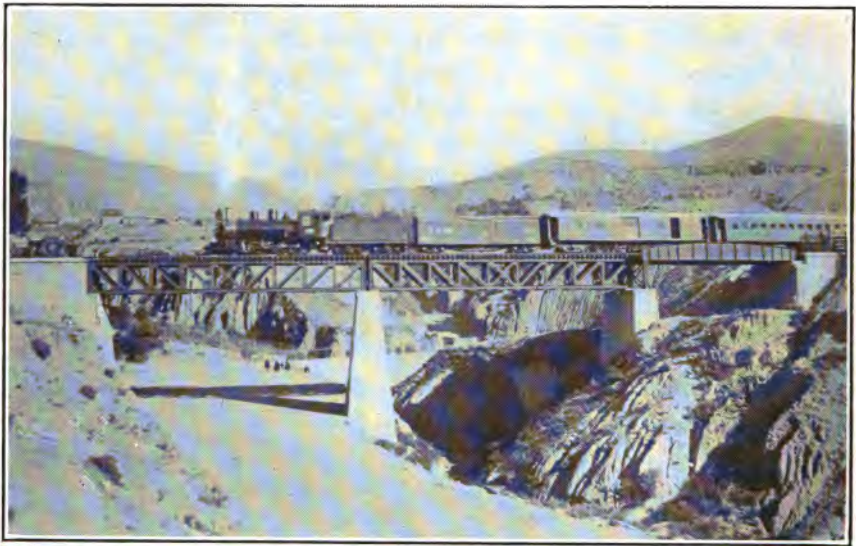
Within Bolivia's boundaries there are 708,195 square miles of mineral and agricultural lands, or a territory equal to all of the American States east of the Mississippi, with the exception of New England. Compared with European countries, its area is three and a half times that of France, while England, Austria, and Germany combined would not be as large as this republic.

From north to south through the whole length of Bolivia two great chains of the Andes extend, dividing the country into many natural valleys and areas. Between the two principal ranges lies the Bolivian tableland, comprising about 6,500 square miles or a territory almost as large as the State of Massachusetts. This parallelogram has an average elevation of 12,000 feet above sea level; and it is believed that the entire region was in remote ages the bottom of an inland sea.

Contrasting with the high plateau region, where the population is greatest, Eastern Bolivia stretches for hundreds of miles in vast and undulating plains. Much of this land remains in the virgin state and thousands of wild cattle roam at will over grassy pampas and through unexplored forests. The high plateau embraces the rich deposits of mineral wealth, while the eastern region will in time become active agricultural and stock raising areas.

POLITICAL CONSTITUTION.

The constitution of Bolivia is very liberal. Among other rights it guarantees freedom of the press, of speech, and of religion; any person, whether citizen or foreigner, may acquire, hold, and dispose of property; the sovereignty resides in the people, and its exercise is dele-



BRIDGE OVER A RECENTLY CONSTRUCTED HIGHWAY CONNECTING
LA PAZ AND CHIJINI STATION.

gated to the executive, legislative, and judicial departments of the government.

The first is vested in a President and two Vice-Presidents, who are elected by popular vote for a term of four years. The President is not eligible for re-election; but after another administration has occupied a presidential term, a former chief executive may be re-elected.

The President selects his cabinet officers, numbering six. Their posts are as follows: Minister of Foreign Relations; of the Treasury; of the Interior and Justice; of Public Works and Industry; of Public Instruction and Agriculture; and of War and Colonization.

Every order of the President must be countersigned by the cabinet minister under whose jurisdiction the matter falls. The National Congress meets each year at La Paz on August 6, when the President and members of the cabinet present detailed reports of the work of their respective offices. Accounts of the revenue and expenditures are laid before Congress, together with the proposed budget for the following year.

The Legislature is composed of a Senate and a House of Representatives. There are 16 Senators and 72 Representatives, elected by the people; Representatives are chosen for a term of four years; Senators are elected for six years, and are renewed by thirds every two years.

The Judiciary is composed of a Supreme Court, having seven members or judges; the latter are elected by the House of Representatives upon lists proposed by the Senate, and their terms of office are ten years. There are various lower courts, the judges of which serve four years. The Supreme Court holds its sessions in Sucre.

The Republic is divided into eight political sections, called departments. The head of each department is known as a Prefect, who is appointed by the President. The departments are further divided into sub-Prefecturas; there are several in each department. The smallest divisions are called Cantones, and are governed by a Corregidor. All of these officials form part of the executive branch of the government and are subject to the orders of the President.

The Municipalities are autonomous and collect and disburse their own revenues; the disbursements being devoted to local interests, such as markets, public health matters, street cleaning, hospitals, primary schools, and other home institutions.

The Concejo Municipal is the body which administers the affairs of the cities; the members are elected by popular vote and half of them are renewed annually.



GENERAL VIEW OF LA PAZ, BOLIVIA.

This city, with a population of 107,000 people, is situated in a valley surrounded by high mountains; the great white peak dominating the city is Mount Illimani, more than 21,000 feet above sea level, while the altitude of the surrounding valleys is about 12,000 feet. The large building seen in the center of the picture is the new capitol. The spires of many old church buildings may also be seen.

All male citizens over 21 years of age, who can read and write, have a fixed income, and whose names are duly recorded in the official registers, have the right of suffrage.

CLIMATE.

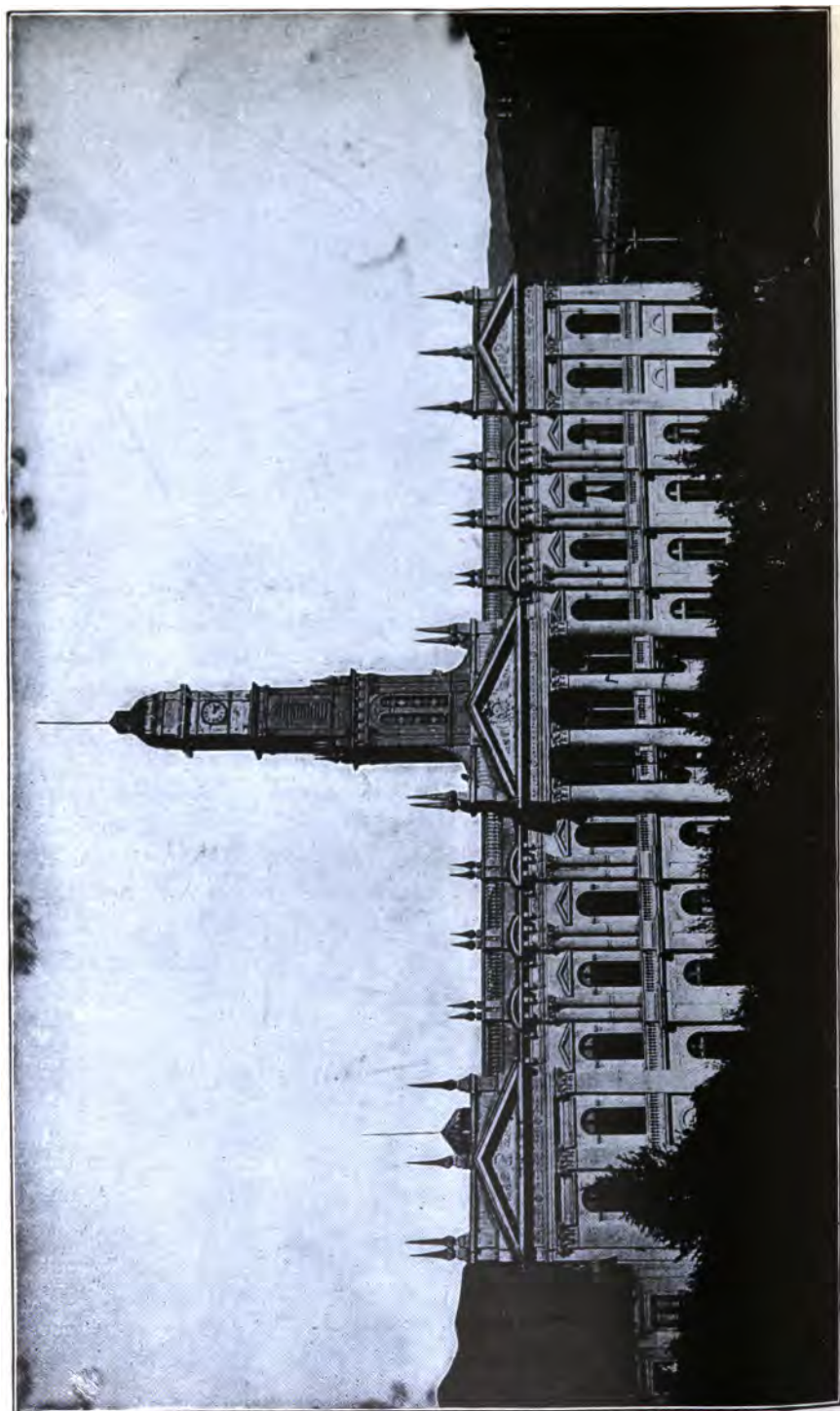
Bolivia lies wholly within the tropics, but the ruggedness of its surface from the high table-lands to the far eastern jungles provides a great variety of temperatures. Rapid variations are striking. For instance, in La Paz and Potosi, which are respectively about 12,500 and 14,000 feet above sea level, the midday sun is quite warm and often hot; with the coming of night, the air quickly cools and wraps are comfortable.

The country really has but two seasons—the rainy, lasting from December to May, and the dry season, from May to December. During the season of rains, however, there are often times when the sun shines most of the day. This season in Bolivia may be compared to April weather in the middle Atlantic region of the United States, when showers and sunshine alternate. In the areas of the vast forests the rains are copious and often cause the streams to quickly overflow their banks.

The temperatures of the varying altitudes are about as follows: In the central plateau region, 10,000 to 13,000 feet above sea level, it averages about 50° Fahrenheit; between 2,000 and 8,000 feet altitude, 63° F.; while in the lowlands of the Amazon headwaters and the eastern plains the mean temperature is about 74° Fahrenheit.

Most strangers visiting the highlands of Bolivia experience some discomfort from the altitude, but by exercising care and avoiding extreme exertion until after one is more or less acclimated, actual sickness is likely to be avoided. The sudden change from the temperature of noonday to that of night is so marked that the stranger usually requires an overcoat or wrap when out of doors at night. The mountain tops of this part of Bolivia are often capped with snow, while in the valleys below during the winter months a light fall of snow is not uncommon.

In Southeastern Bolivia the climate is more spring-like throughout the year. Sometimes the thermometer rises to a temperature of 100° or more, thereby making it rather too warm for the average foreigner during the hours of midday.



THE CATHEDRAL OF LA PAZ, BOLIVIA.

RIVERS—LAKES.

Bolivia has a network of rivers and navigable streams, the total length of which is estimated at about 12,000 miles. In the future as population increases and commerce penetrates deeper into the primeval forests these rivers will be put to greater use. Today, steamers are plying regularly on the larger streams, such as the Paraguay (boundary river), the Itenes, the Mamore, the Beni, the Madre de Dios, the Itonama, Orton, etc. Other rivers are navigable to greater or less distances by flat-bottom steamers and were certain sandbars removed by dredging, many additional miles could be opened to steamer traffic and commercial exploitation.

In one section of Bolivia which forms the backbone or water shed between the rivers that flow northward to the Amazon system and those flowing southward toward the Plata (Itenes and Paraguay branches), a short canal, so engineers tell us, could be built to unite three of the greatest watercourses of the world. Possibly some day a canal in the heart of South America will open inland navigation from the Orinoco to Pará and the Plata, and thereby provide a vast, and today unknown, area of the world for man's exploitation and development.

As far back as 1851 a law was passed by the Bolivian Congress opening the rivers of the country to the free navigation of craft of all nations.

Lake Titicaca, which forms the boundary between Peru and Bolivia, has an area of 5,187 square miles; the lake is 145 miles long and 69 miles wide, but the shore line is very irregular. Its average depth is 492 feet and the temperature of its waters 48° Fahrenheit. Yearly rainfall in the Titicaca region is about 78 inches.

Small steamers transport freight and passengers diagonally across the lake from Puno to Guaqui, the latter being the Bolivian frontier and customs office. The boats are comfortable and the short voyage is interesting on account of historic associations and many legends attaching to the lake and its surroundings as the cradle of Inca dynasty and power.

Ten miles away on the railroad to La Paz are the famous ruins of Tiahuanaco, where unknown peoples erected splendid structures, some of which are well preserved today, although they may be over 3,000 years old.

Lake Titicaca receives its waters largely from the melting snows of the surrounding mountains. The lake's only outlet is the Desaguadero, which flows southward and empties into Lake Pampa Aullagas, or



Courtesy of the National Geographic Magazine.

SECTION OF THE COURTYARD IN A LEADING HOTEL IN LA PAZ.

Recently a floor was placed above the first story of this hotel patio, thereby providing a large new ball with attractive surroundings. This arrangement, however, closes to view to the average guest the fine stone carving, executed many years ago, of the first or basement floor.



WITHIN THE BOLIVIAN CAPITOL.

High ceilings and spacious halls and corridors are features of the new building; there are

Poopo; this lake is the second largest body of water in Bolivia. It is remarkable owing to the fact that from about 5,900 cubic meters of water that flow into it per minute, only 56 cubic meters pass out of the lake. It is believed that an unknown subterranean outlet, aided by evaporation, disposes of the remaining amount of water. The Desaguadero, connecting the two lakes, is about 200 miles long and is navigable for small flat-bottom steamers.

BOLIVIAN CITIES.

La Paz, with a population of 107,000, is one of the highest cities of the world, being 12,700 feet above the level of the sea. Its location is unique. Traveling over the highlands of Bolivia in the direction of La Paz, by railway or highway, one comes suddenly upon the brink of a great abyss, and the city, nestling hundreds of feet below, presents a most picturesque appearance. The great ravine or rent in the earth in which the city lies is rather too narrow to be termed a valley; the suburbs extending up the slopes of the surrounding mountains. There is barren grandeur in all directions; small patches of trees in the valley, the bright and many colored houses, the towering and often snow-capped mountain peaks seen through the clear atmosphere, the marvelous cloud effects, the thoughts of the minerals yet unmined, all unite to form an interesting picture. Through the city flows the Choqueyapu River. This stream and its various branches, on account of specks of gold found therein, seems to have been one of the incentives for starting a settlement. Gradually the hamlet grew. The present city, dating from 1548, has grown to be the business as well as the official metropolis of the country. From the Alto, the heights above La Paz, there is a modern electric railway that follows a winding route down the mountain sides into the heart of the city. Two steam railroads also enter La Paz from the same direction.

Although by law Sucre is the legal capital of Bolivia, La Paz to all intents and purposes is the actual capital, a condition attributed to the accessibility of La Paz over Sucre. The President of Bolivia, his official advisers, members of the diplomatic corps and other high officials reside in La Paz, and the National Congress holds its sessions in the new capitol building there. The Supreme Court of Bolivia, however, still holds its sessions in Sucre, a city that has not yet been connected by railroad with the other cities of the republic.

La Paz has been modernizing rapidly during recent years by the introduction of electricity, which is applied to street car service, electric lighting and heating of houses, and for various other purposes. Head-



A HOLIDAY CROWD ON THE ALAMEDA, LA PAZ, BOLIVIA.

quarters of foreign corporations operating Bolivian enterprises have been established there, automobiles have been imported, new and modern dwellings erected, and civic improvements at least given a new impetus.

Cochabamba, founded 1573, with a population of 30,800, is the second city of Bolivia in importance, and one of the most progressive. With the completion of the railroad from Oruro, 125 miles, the region as well as the city was brought into communication to the outside world. The altitude of the city is about 8,435 feet above the level of the sea, thereby assuring a milder climate than is enjoyed by the cities of Oruro, Potosi, and others in the higher Andes. The region surrounding Cochabamba has long been known as the granary of Bolivia, and its rich agricultural lands, suitable especially for wheat, corn and similar crops, have been more actively cultivated since the advent of the railway and also during very recent years when various outside markets were not available for Bolivian importers of foodstuffs.

Cochabamba city was originally called Oropeza, which means in the language of the native Quechua, *a plain of the lake*. The average annual temperature is about 66° in the shade. Various well populated neighboring towns are being connected with the city by electric trolley lines. The city has a number of fine buildings, including the Government Palace, Law Courts, the Municipal Palace and the Cathedral.

Sucre, the legal capital of Bolivia, lies at an altitude of 9,600 feet, and has a population of about 29,500. The city was founded in 1529 by one of the companions of Pizarro, on the site of Chuquisaca, an ancient Indian city. The climate is dry and very agreeable. The annual temperature averages about 56°. The Supreme Court holds its sessions in Sucre. The city is not yet connected by railway with other centers of population, but a line from Potosi is now under construction. Automobile service, transporting both freight and passengers, is in operation between Sucre and Potosi, the distance being about 150 miles. Sucre has a cathedral, university, theaters, many fine residences, and beautiful natural suburbs.

The average foreign visitor speaks of this inland city as one of the most pleasant places in the country. Its altitude being considerably lower than La Paz, Oruro or Potosi, the stranger rarely suffers with mountain sickness (*sirroche*) and, therefore, has more liberty of movement than in the higher cities.

Potosi—This city was founded in 1545, and 50 years later, on account of the mineral wealth of the famous mountains, the population reached over 160,000 people. At present it claims about 30,000 in-



TWO OF THE NEWER BUILDINGS OF LA PAZ.

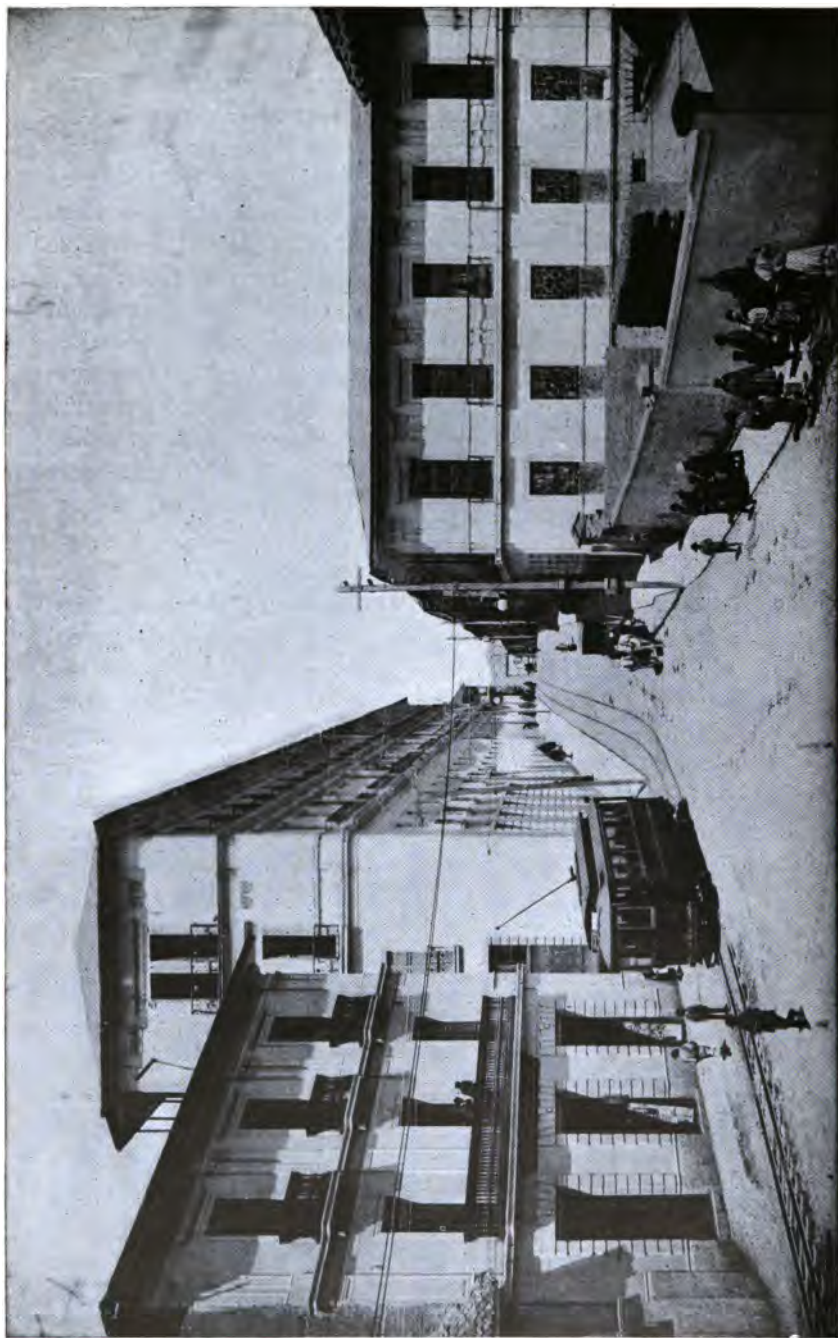
The building of the Department of Government and Justice,
and on the left, the Banco Mercantil.

habitants. Situated at an altitude of 14,350 feet, it is one of the world's highest mining centers. During the Spanish dominion billions of dollars worth of silver ores were shipped to Spain from the Potosi region and the place was regarded as the greatest silver producing district known. Distance from seashore, lack of railway transportation, and more modern mining operations in other parts of the world caused the decline of mining activity. Today, aided by railways and modern machinery, its former prestige is being restored. One of the notable buildings of the city is the mint, erected in 1773 at a cost of over a million dollars. Numerous churches, the municipal and government palaces, and other buildings of a historical character deserve mention. The climate is cold, the average temperature being 48°; the maximum rarely exceeds 59° while the minimum is 9° below zero. To the south of the city the Cerro de Potosi rises 5,044 feet above the surrounding plain, and 15,668 feet above sea level. It would be difficult to estimate the enormous yield of silver of this famous mountain from its discovery to the present day.

Oruro, lying at 12,100 feet elevation, now has a population of 31,000. It owes its foundation in 1595 to the mines discovered in the vicinity. On account of its aridity, the surrounding country is entirely devoid of vegetation. The average annual temperature is 50°. The city is a junction point for the railways running north and south and eastward, and since the uniting of the roads within its limits a few years ago, numerous new enterprises have made Oruro their headquarters. The mineral exports through the city amount to many millions annually. Oruro was the second city of the Republic to install electric lights, and the first to establish tramway service.

Tupiza, a town of about 5,000 inhabitants, is located in a pleasant valley at an altitude of 9,800 feet, and about 60 miles from the Argentine frontier. The climate is temperate, with the exception of the winter months of July and August. The town is assuming new life by reason of the activity in railway construction which will soon place it directly on the trunk line railway from La Paz to Buenos Aires. Future agricultural possibilities in this region are most promising, and the advent of the railroad will doubtless give a new impetus to agriculture and stock raising along modern lines. Corporations with ample capital to develop such industries on a large scale have an inviting field.

Tarija, with a population of about 12,000, lies 85 miles east of Tupiza at the lower altitude of 6,500 feet. The climate is mild and healthful, the annual temperature averaging about 64°. The city has a modern aspect; is spacious and well planned. Among the chief buildings may



CALLE COMERCIO, LA PAZ.

Along this street stand numerous types of the new business house, some of which are beautiful in their simplicity and architectural design.

be mentioned the Palace of Justice, a theatre, public schools, and an ancient convent. The most promising outlook for the region is that of cattle raising and agriculture, and with the completion of the railway between Tupiza and La Quiaca, Argentina, it is probable that a branch line will be constructed to Tarija, thereby providing modern transportation for a section abounding in possibilities.

Santa Cruz, with a population of 20,000, lies 585 miles eastward from La Paz, at the foothills of the Andes. Its business activity is greatly retarded by lack of modern communication, there being no railway nearer than Cochabamba, nearly 300 miles distant. Manufactured goods are packed overland by means of the mule. Among the small industries of the place may be mentioned tanning, the manufacture of leather goods and blankets, sawmills and flourmills. There is also an ice plant which supplies the people with this luxury; the plant is owned and managed by an American who has been living at Santa Cruz many years. The surrounding region offers splendid opportunities for the development of agriculture and cattle raising. The principal products are coffee, rice and sugar cane; vegetables are also cultivated and the ordinary tropical fruits grow in abundance. There are a number of sugar mills within a short distance of the town, and large quantities of sugar and cane alcohol are manufactured. Southward of Santa Cruz lie petroleum deposits only partially explored and entirely undeveloped. With the construction of the proposed railway (see railways) the perplexing question of transporting oil in quantities will be solved and doubtless the development of petroleum lands will become an important industry.

RAILROADS.

High altitudes, marvelous feats of engineering, and glorious mountain views are typical features that greet the traveler in Western Bolivia. But from the foothills of the Andes to the slow-flowing waters of the Paraguay and the navigable tributaries of the Amazon, hundreds of miles eastward, the primeval forests and the vast undulating plains offer striking contrasts. It is over extremely rugged mountains and toward remote lowlands that Bolivia has been pushing the iron rails, endeavoring to provide modern facilities for marketing her varied tropical products.

Twenty-five years ago Bolivia operated few, very few, miles of railroads; yet, as one of the world's richest mineral countries, it has been supplying vast quantities of raw products to other lands, marketed, however, by primitive means of transportation. Finally the awakening came, and in 1890 the first railroad in the country was inaugu-



ONE OF THE DEEP CUTS ON THE ARICA-LA PAZ LINE.

This third and newest western outlet for Bolivian products is the shortest route to the sea at Arica. The road handles a vast amount of copper from the Corocoro district and minerals from other parts of the country. The distance from La Paz to Arica is about 278 miles.

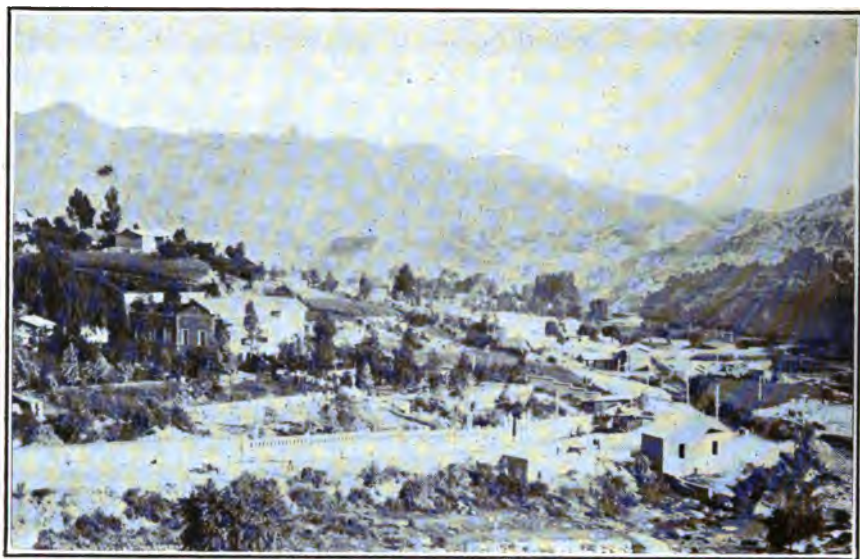
rated. Today this road forms a link in the Antofagasta & Bolivia Railway system, which provides Bolivia's southern outlet to the Pacific.

A few years afterward the late Gen. Pando, then President of Bolivia, began construction of a railroad with Government funds between the Bolivian port of Guaqui, on Lake Titicaca, and La Paz. The distance is about 60 miles and the route had long been traveled by the old-time stage coach and the picturesque llama caravan. The completion of this railroad after three years' labor, or in 1903, and the large amount of traffic that quickly developed, gave a decided impetus to railway building.

In 1904 President Pando appointed as minister to the United States Don Ignacio Calderon, who was not long in obtaining financial support from American bankers, which, in addition to Bolivian funds specially set aside for the purpose, caused railway construction in Bolivia to become very active. A total of 863 miles were surveyed and planned by the Government, working in cooperation with the North American bankers, who sent a number of engineers and builders to the scene of action.

In the succeeding years La Paz has been linked with the Pacific ports by three different routes, and the larger Bolivian cities today enjoy the advantages of modern railways. The shortest line to the Pacific (Arica, 278 miles) was constructed in accordance with an international agreement between Bolivia and Chile. Since its inauguration a few years ago this road has developed freight traffic far in excess of its facilities, necessitating the acquisition of new rolling stock to relieve the congestion, especially of copper from the famous mines of Corocoro. In view of the importance of this mineral the government constructed a short railroad from Corocoro to the Arica-La Paz line. Since the opening of this modern outlet the products of the whole region have largely increased.

Despite the recent disturbed conditions of the world, Bolivia has continued to build railroads. French financiers held a concession for constructing a road between La Quiaca on the Argentine frontier and Tupiza, a distance of 56 miles, but the contractor died and the Bolivian government, in order to complete the connection with the Argentine lines, is building this road, together with the Tupiza to Atocha section, which is about another 56 miles. In other words, La Paz and Buenos Aires, 1,640 miles apart, will be united by rail by the building of about 112 miles now needed to complete the union. Travelers and tourists generally, many of whom are already bridging the distance between Bolivian and Argentine rail heads by using the motor cars recently placed in operation between Atocha and La Quiaca, will be



SCENE IN THE GROWING SUBURB OF OBRAJES.



A SCENE IN THE OUTSKIRTS OF ORURO.

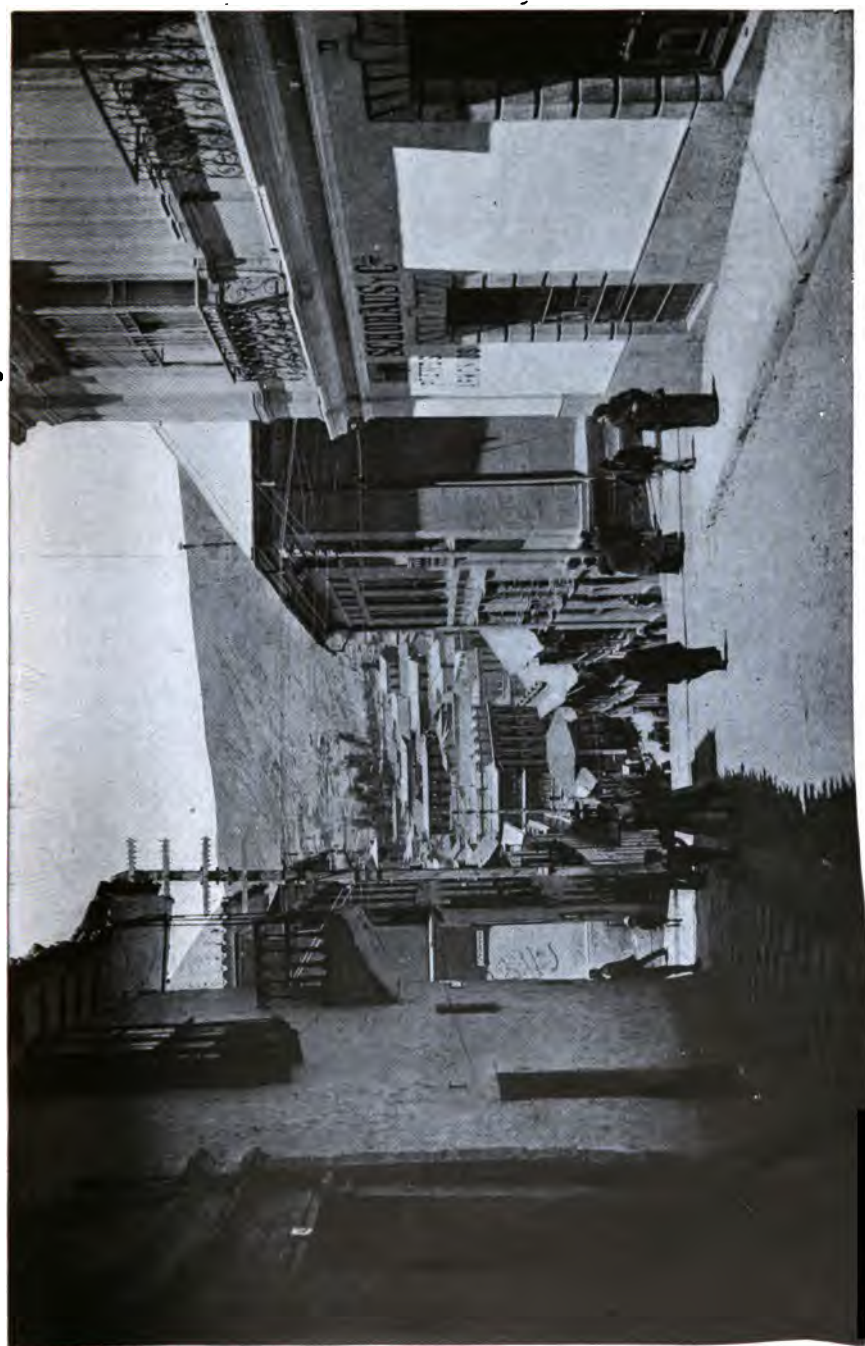


Photo by I. F. Scheeler.

A STREET IN LA PAZ.

This picture illustrates the hilly character of some of the city's streets, reminding one of Quebec, Gibraltar, or Hongkong.

drawn in greater number through this heart of the continent route. Settlers who are drifting to these new and undeveloped regions of Bolivia ⁱⁿ will be given encouragement by easier railway access and, of course, a far better chance of success in cattle raising and agricultural enterprises.

The railroad from Oruro to Cochabamba, 125 miles, is completed. Its route leads from the high mining region to the lower and fertile agricultural lands in the Department of Cochabamba. From the city of Cochabamba to Santa Cruz, a place of 20,000 people and a center of a large rice, sugar cane, rubber and other tropical products trade, the distance is about 300 miles; the government is having this route studied with the view of eventually constructing a railway to Santa Cruz and to Puerto Suarez on the Paraguay River. The region through which this road would pass is very thinly populated, but the land is productive, and with the construction of a railroad, which would not encounter the difficulties of road building that exist in Western Bolivia, a vast territory could be opened to colonization. According to the statements of business men who reside in the region a profitable motor car service might be established between Santa Cruz and Puerto Suarez to aid transportation before the advent of a railway.

Another and very important railroad that ~~will~~ be completed probably next year is the line ~~now under~~ construction from La Paz to the Yungas region. The first division of this road will be about 125 miles long, and in that short distance the route winds from the region of snowy peaks and cool climate to a land of perpetual springtime, where flowers and tropical fruits grow luxuriously. With the advent of ~~the~~ new and quicker transportation—the railroad—both the Bolivian capital and the whole region tapped by the road ^{will} naturally develop a freight traffic in lumber, rubber, fruits, and other commodities; while the attractions offered to pioneer tourists will be as great as in any part of the world. In time it is hoped to continue the Yungas road to Rurrenabaque or to some other point on the navigable waters of the Beni.

Referring to the building of the Yungas Railway, Sr. Carlos Tejada Sorzano, the Bolivian engineer who is in charge of construction, writing in the Railway Review, of Chicago, says:

"The line to the Yungas ~~will~~ offer the traveler the greatest possible contrasts in so relatively short a journey, due to the conformation of the valleys and the great descent that is attained in a run of less than 50 kilometres (31 miles), in the course of which the principal mountain ridge, generally covered with snow, is crossed and then reaching the part of the valley where there is a most exuberant vegetation entirely covering the skirts of the mountain. In its 100th kilometre the



Photo by I. F. Scheeler.

COROCORO, ONE OF THE WORLD'S RICHEST COPPER REGIONS.

The railroad from La Paz to the Pacific port of Arica does not tap this great mining town. The government, however, seeing the need of more modern facilities constructed a spur line to Corocoro, thereby providing a rail route to the sea.

railway reaches a level of only 1,100 metres, (3,609.1 feet) above the sea; thus in less than 75 kilometres (46 miles) a difference in level of 3,500 metres (11,483 feet) is attained.

"This line, the construction of which was initiated with very small resources in 1915, has made good progress recently due to the help of a loan placed by the government of Bolivia in the United States with the firm of Chandler & Company of New York and Philadelphia."

Still another railroad on which construction work recently commenced on government account is the line from Potosi to Sucre, a distance of about 150 miles. For several years automobiles have transported passengers and freight between these inland cities. Sucre and its provinces abound in minerals and cattle, and the railroad will add another productive section to Bolivian markets.

From the interior city of Santa Cruz already mentioned a railroad is proposed to run southward via Yacuiba to tap the Argentine system of roads at Embarcacion, a distance of several hundred miles. This route is today the outlet for a considerable llama and mule train commerce.

A specialist who made a study of Bolivian railways has figured that the average cost of her roads has been about \$50,000 per mile. Compare this expense with the laying of ties and rails over prairie lands such as we see in Kansas, Indiana, or on the pampas of Argentina, and we can readily understand why the railroad multiplies its mileage over the smooth regions of the earth but enters the high and difficult mountains with comparative slowness. In other words, the building of roads to tap Bolivia's minerals has called for a far greater outlay than will be the case with the new roads now planned to penetrate the low and level lands; hence railroad building in the future is likely to proceed more rapidly than in the past.

EDUCATION.

The Minister of Public Instruction is charged with the promotion of education, and in recent years great progress has been made in providing instruction for the masses, which is free and obligatory. The various municipalities have immediate and local charge of the public schools of their respective districts. For the purpose of efficient administration the republic is divided into several sections, each one of which is under the jurisdiction of instructors having authority to supervise the schools within such localities.

The greater number of students are residents of the cities and towns, but efforts have been made to provide instruction for young people of remote regions; and it would doubtless surprise the stranger to know



Photo by I. F. Scheeler.

BAGS OF TIN ORE AWAITING SHIPMENT.

In the vicinity of Potosi are found some of the richest of Bolivia's famous tin mines, whose product is shipped out in bags like those shown in the above illustration.

that many pupils are bending over the latest American school desk that had to be carried to the interior by means of mule-back; and the fact is merely mentioned to show the serious efforts the government is making to provide modern training for the masses all over the country. The attention that in recent years has been given to the education of the large Indian population by means of rural and agricultural schools is noticeable.

By law the school age begins at the sixth year, at which time the pupil may be placed in kindergarten or in the primary school. For the latter class of instruction there are more than 500 schools with a directing and teaching force of over 700. The various municipalities conduct about 700 additional schools, while private institutions number approximately 90, making a total of nearly 1,300 primary and secondary schools in the Republic. This number is increasing every year.

Potosi, Santa Cruz, Tarija, Oruro, and Trinidad each have a high school, while the capital, La Paz, has five; Chuquisaca, three; and Cochabamba, two.

Professional instruction is provided in law, medicine, and theology; the courses requiring, respectively, five, seven, and four years for completion. In former years the sons of the well-to-do citizens usually chose one of these callings, but the modern tendency is leading young men into various branches of engineering, banking, and higher commercial pursuits.

The National School of Commerce at La Paz, founded in 1910, is one of the advanced steps undertaken in order to provide higher commercial training for both young men and young women; rather an unusual line as regards training of the female, who, until recent years, has not been found in the public counting house. The school is housed in a large building with a museum attached, in which are exhibited many foreign manufactured products. The professors and teachers of the institution are both native and foreign; and their work as well as that of the students has been most gratifying to the authorities as well as to the commercial houses which require high-grade trained assistants.

In connection with the training of Bolivia's youth to become worthy citizens, mention must be made of the organization known as Boy Scouts. For several years the interest in this work has been increasing and troops of scouts have been organized in various Bolivian cities; from time to time long overland scouting tours have been organized and the boys have derived genuine benefit and inspiration from both mental and physical standpoints. In a few instances, girl



Photo by I. F. Scheeler.

STREET VIEW IN POTOSI, BOLIVIA.

One of the oldest and most interesting cities of Bolivia is Potosí, founded in 1546 shortly after the discovery of veins of silver on the nearby mountain from which it takes its name. In the above illustration may be seen one of the ancient doorways and Spanish bay windows, characteristic of the older houses of the picturesque city.



Photo by I. F. Scheeler.

POTOSÍ, BOLIVIA.

in the background is the famous Cerro, or Hill, of Potosí. For nearly two centuries the Hill of Potosí might be said to have been the center of the world's silver supply. It was here that the great flow of silver for which Spain during the sixteenth century was famous was obtained.

scout organizations have been formed, and they, too, have been the subject of much favorable comment by the public press.

COMMERCE.

The total foreign trade of Bolivia for 1918 amounted to 217,612,738 bolivianos, represented by imports to the value of 34,999,887, and exports of 182,612,851 bolivianos. The figures for the preceding year, 1917, were: Imports, 33,480,831 bolivianos; exports, 157,748,054 bolivianos; total 191,228,885 bolivianos. There was, therefore, an increase in imports of 1,519,056 bolivianos, and in exports of 24,864,797 bolivianos, or a total increase in the foreign trade of 26,383,853 bolivianos.

In figures of United States currency, estimating the boliviano at 39 cents, the trade of Bolivia for 1918 was: Imports, \$13,649,956; exports, \$71,219,012; total, \$84,868,968. The figures for the preceding year were: Imports \$13,057,524; exports, \$61,521,741; total, \$74,579,265.

TEN YEAR TABLE OF FOREIGN TRADE.

Year.	Imports.	Exports.	Total.
1909	\$14,405,407	\$24,868,142	\$39,273,549
1910	19,032,934	29,492,637	48,525,571
1911	22,764,849	32,226,156	54,991,005
1912	19,308,506	35,147,964	54,456,470
1913	21,357,505	36,551,390	57,908,895
1914	15,506,876	25,662,447	41,169,323
1915	8,804,081	37,132,037	45,936,118
1916	12,128,304	39,579,072	51,707,376
1917	13,057,524	61,521,741	74,579,265
1918	13,649,956	71,219,012	84,868,968

IMPORTS.

The imports by countries of origin for the last six years were:

	1913	1914	1915	1916	1917	1918 ¹
United States ...	\$1,577,200	\$1,808,333	\$1,858,854	\$3,663,971	\$4,355,285	\$5,100,000
Chile	2,168,194	2,140,045	1,315,562	2,488,451	3,074,451	.....
Peru	1,130,045	1,114,845	1,665,695	1,667,566	1,743,286	.....
United Kingdom..	4,329,659	3,045,416	1,417,333	1,617,029	1,583,921	1,500,000
Argentina	1,286,734	1,006,137	575,589	824,434	841,384	.....
Brazil	388,004	308,340	324,433	374,567	456,625	.....
France	802,664	412,754	165,592	246,428	286,400	250,000
Spain	240,150	206,084	95,864	173,409	239,440	250,000
Italy	508,248	297,677	239,828	180,184	164,808	.....
China	32,993	52,111	54,961	49,137	121,785	.....
Belgium	881,163	899,466	360,495	648,261	37,610	.....
Portugal	53,630	25,618	3,320	10,769	21,080	.....
Uruguay	23,916	16,083	4,218	11,310	19,146	.....
India	1,716	5,512	65,736	50,357	13,197	.....
Denmark .....	.....	.....	18,880	33,607	10,138	.....
Germany	7,835,632	4,143,867	419,551	14,829	5,969	.....
Netherlands	1,444	.....	208,157	23,306	5,926	.....
Other Countries...	41,113	24,588	10,013	50,689	77,073	.....
Total	\$21,357,505	\$15,506,876	\$8,804,081	\$12,128,304	\$13,057,524	\$13,649,956

¹ Country segregations are estimated.



GOVERNMENT PALACE AT SUCRE.

One of the beautiful buildings to be found in this Bolivian interior city.



AYACUCHO STREET, LA PAZ, BOLIVIA.

EXPORTS.

The exports by countries of destination for the last six years were:

	1913.	1914.	1915.	1916.	1917.	1918.
United Kingdom..	\$29,548,083	\$20,255,138	\$25,988,368	\$25,746,341	\$35,225,550	\$29,634,231
United States.....	218,195	956,476	9,757,058	11,268,692	22,195,030	35,502,677
Chile	230,302	483,774	291,418	893,611	1,187,541	1,075,407
France	1,785,017	1,086,425	318,749	426,520	1,672,630	113,950
Argentina	356,400	345,344	564,971	948,192	944,880	3,731,876
Peru	12,722	395,199	30,912	80,852	129,073	199,413
Uruguay	38,273	5,009	9,891	26,761	81,154	(1)
Brazil	5,319	791	64,774	178,836	77,234	868,872
Spain	802	3,715	51,991	6,299	6,733	.....
Italy	239	2,193	29,392	468	864	(1)
Germany	3,109,758	1,439,078	25,013	.....	.....	.....
Belgium	1,237,172	736,189	.....	.....	.....	.....
Other Countries..	11,103	3,116	.....	2,510	3,047	92,586
Total	\$36,551,390	\$25,662,447	\$37,132,037	\$39,579,072	\$61,521,741	\$71,219,012

(1). Included in Other Countries.

The following table shows the exports by principal articles for the last six years.

		1913.	1914.	1915.	1916.	1917.	1918. ¹
Tin.....	Metric tons	44,595	37,260	36,492	35,544	46,430	48,801
	Bolivianos.	67,784,377	42,479,837	44,885,450	42,652,258	85,258,482	129,611,139
Rubber...	Metric tons	5,143	4,485	5,055	4,917	5,843	4,287
	Bolivianos.	14,651,647	8,280,370	10,768,937	13,292,264	15,424,202	11,038,043
Silver, uncoined;	Metric tons	.....	.....	.....	.....	.....	.....
	Bolivianos.	2,784,354	2,531,328	2,982,858	4,493,610	5,693,639	7,491,421
Copper..	Metric tons	4,029	8,667	23,813	29,011	37,444	26,000
	Bolivianos.	2,773,546	4,442,735	14,035,310	8,854,524	11,921,144	7,746,343
Bismuth.	Metric tons	422	550	663	668	535	491
	Bolivianos.	2,092,925	2,802,278	3,670,452	3,154,905	4,116,677	4,431,179
Coca.....	Metric tons	352	348	389	332	363	.....
	Bolivianos.	682,192	651,423	731,902	623,880	688,841	.....
Wolframite;	Metric tons	282	276	792	3,035	3,891	3,419
	Bolivianos.	415,417	428,300	1,497,845	5,675,700	10,810,291	10,640,392
Hides....	Metric tons	465	374	613	807	979	737
	Bolivianos.	539,790	286,665	470,852	620,166	716,763	510,864
Lead ore.	Metric tons	1,765	1,555	2,208	2,305	4,118	4,589
	Bolivianos.	353,059	155,457	353,239	460,949	1,514,914	1,795,207
Zinc.....	Metric tons	7,367	3,755	104	483	427	.....
	Bolivianos.	223,150	140,623	18,559	236,609	530,780	.....
Silver coin;	Metric tons	.....	.....	.....	.....	.....	.....
	Bolivianos.	212,431	20,807	397,754	94,022	328,273	.....
Gold ore;	Metric tons	.....	.....	.....	.....	.....	.....
	Bolivianos.	163,900	299,895	306,737	5,400	.....	.....
Gold coin;	Metric tons	.....	.....	.....	.....	.....	.....
	Bolivianos.	153,750	2,478,662	57,331	23,500	1,250	.....
Leather goods;	Metric tons	.....	.....	.....	.....	.....	.....
	Bolivianos.	75,724	30,749	61,778	92,721	76,900	.....
Quinine..	Metric tons	51	46	84	169	218	.....
	Bolivianos.	41,183	26,638	78,561	158,488	196,742	.....
Wool....	Metric tons	21	32	57	101	158	725
	Bolivianos.	18,679	25,438	51,561	91,269	142,133	1,139,102
Wool, alpaca;	Metric tons	.....	25	77	99	127	192
	Bolivianos.	.....	74,786	162,605	208,944	267,254	341,975
Coffee...	Metric tons	3	38	105	99	34	.....
	Bolivianos.	4,319	45,280	83,682	78,915	27,455	.....
Antimony	Metric tons	62	186	17,923	27,414	23,381	6,836
	Bolivianos.	12,410	30,616	13,442,286	16,996,503	17,017,907	4,155,322
Miscellaneous;	Metric tons	.....	.....	.....	.....	.....	.....
	Bolivianos.	918,660	578,359	1,152,651	3,670,173	359,232,216	.....
Total Bolivianos...		93,721,513	65,801,146	95,210,350	101,484,800	513,965,863	182,612,851

¹ 1918 incomplete.



CONDOR, ONE OF THE WORLD'S HIGHEST RAILROAD STATIONS.

On the road between Rio Mulatos and Potosi the rails reach an altitude of 15,814 feet, the second highest railway in the world. The picture shows a party of railroad officials and Bolivian citizens in the vicinity of Condor viewing the surrounding country, especially picturesque as seen through the clear, crisp air of this altitude.



A TYPICAL RAILROAD STATION IN THE TIN-PRODUCING REGION OF BOLIVIA.

Here we have a glimpse of the depot in the rural district with its workmen awaiting the coming of the freight train, upon which will be loaded the tons of tin bars to be seen in piles near the track.

The export in 1918 of tin, wolframite, rubber, copper, and antimony, by countries of destination, was as follows:

Tin: United Kingdom, 27,303 tons, worth 73,938,292 bolivianos; United States, 18,189 tons, worth 46,381,588 bolivianos; other countries, 3,309 tons, worth 9,291,260 bolivianos; total 48,801 tons, worth 129,611,139 bolivianos.

Wolframite: United States, 2,577 tons; United Kingdom, 525 tons; France, 314 tons; other countries, 3 tons; total 3,419 tons.

Rubber: United States, 9,312,042 bolivianos; France, 887,331 bolivianos; Uruguay, 444,567 bolivianos; United Kingdom, 354,926 bolivianos; other countries, 39,177 bolivianos; total, 11,038,043 bolivianos.

Copper: United States, 24,945 tons; United Kingdom, 884 tons; other countries, 171 tons; total, 26,000 tons.

Antimony: United Kingdom, 6,313 tons; worth, 3,685,342 bolivianos; United States, 357 tons, worth 382,450 bolivianos; other countries, 166 tons, worth 141,532 bolivianos; total, 6,836 tons, worth 4,155,322 bolivianos.

MINERAL WEALTH.

"Bolivia is a table of silver supported by columns of gold," said the famous naturalist, Raimondi, after he had wandered over the country and investigated its mineral deposits.

To name the minerals and speak of the abundance with which the mountains are teeming would require an enumeration of practically the whole mineral kingdom and to follow the calculations of scientists far into the realm of figures; that is not the purpose of this booklet. The minerals with which the average reader or investor is concerned may be summed up as follows: Tin, silver, copper, gold, wolfram, iron, antimony, asbestos, cobalt, manganese, zinc, marble, borax, salt, petroleum, lead, and many others.

In Bolivia the minerals which the ancient miner rejected as worthless are now in numerous instances, producing enormous profits. During the days of Spanish dominion the mines were usually worked for gold, silver, or copper; the tin ore that is now showing pleasing profits was used to fill crevices, build roads, or thrown to the refuse pile. As a striking illustration of the fact we have certain mines, where abandoned dump heaps have yielded quantities of excellent tin. The tin mining industry is a comparatively recent activity, as twenty-five years ago there was nothing done with these mineral deposits. Today this ore ranks first among Bolivian mineral exports.

The mining enterprises have never enjoyed greater activity than today. During the last few years additional foreign capital has been



Photo by I. F. Scheeler.

THE CERRO DE POTOSI, BOLIVIA.

The city of Potosí covers its environs and farms to the mountain plateau above. It was the rich veins of silver in this small mountain over which the city of Potosí was founded. It was the rich veins of silver in this small mountain over which the city of Potosí was founded. It was the rich veins of silver in this small mountain over which the city of Potosí was founded.

employed in developing new mineral properties, and the mining of all classes of ores has been unusually brisk. As an illustration of this fact it may be stated that two years ago there were in the whole country only two companies operating wolfram mines; at present there are more than two hundred different Bolivian enterprises engaged in exploiting this class of mines.

Renewed activity in tin and gold mining must be especially mentioned, and many of the companies have been very successful in marketing their products. The former mineral is soon to be smeltered for the first time in Bolivia, and preparations are now being consummated by the erection of the necessary works. Furthermore, foreign capital (American) is transporting tin ore to the United States and there transforming it into tin for commercial purposes. This is a significant fact when it is recalled that the United States has long consumed large quantities of the Bolivian product, but it has hitherto come to the former country via Europe instead of by the direct route as is now the case.

A number of Bolivian rivers carry gold, and it is not an uncommon sight to see natives, after the high waters of certain seasons have subsided, scratching in stream beds for specks of gold, which they frequently find.

Deposits in which gold exists are found in three different regions of the country, all of which are vast in extent. One of these belts begins in the Province of Munecas and extends eastward toward the Amazon; another belt lies in the southwest or Tupiza region; while a third gold area is known as the Acre section, in Northern Bolivia.

In many cases the virgin country, often without roads or even a good trail, prevents the introduction of modern machinery, without which in this age few mining enterprises are profitable.

EXTRACTS FROM THE MINING REGULATIONS.

The mining laws in Bolivia are very liberal, all foreigners enjoying the same privileges and rights as the natives. Any person having legal capacity to contract may ask for as many as thirty (30) mineral concessions (*pertenencias*). The measurement for each concession is fixed at 100 square meters (about 327 square feet) in the direction desired by the applicant and indefinitely in depth.

The procedure is as follows: Any person finding deposits, placers, veins, etc., must make application to the Prefect of the Department in which the claim is situated, accompanying the application with a sketch showing clearly the position in regard to adjoining claims. The appli-



THE REDUCTION PLANT AT UNCIA.

cation must be filed on stamped paper of the value of 10 bolivianos (about \$4.00).

The Prefect, after having published the application in the papers for some time to see if there is any opposition to the claim, shall issue the decree of concession, and the applicant becomes the owner of the mine, paying the annual tax of 5 bolivianos (about \$2.00 U. S. currency) for each *pertenencia*.

An application is considered abandoned if the survey and setting of landmarks are not made within 70 days from the first publication. Any person may denounce the abandonment of an application, asking to be granted the same, when the owner has failed to comply with the laws relating to the matter or the owner of a concession has failed to pay the yearly tax or patent fee.

For prospecting it is not necessary to get a special permission. Any person may do that kind of work, giving notice to the authorities of the district in which he intends to prospect.

Machinery and tools for mining purposes may be imported into the country free of duty.

RUBBER FORESTS.

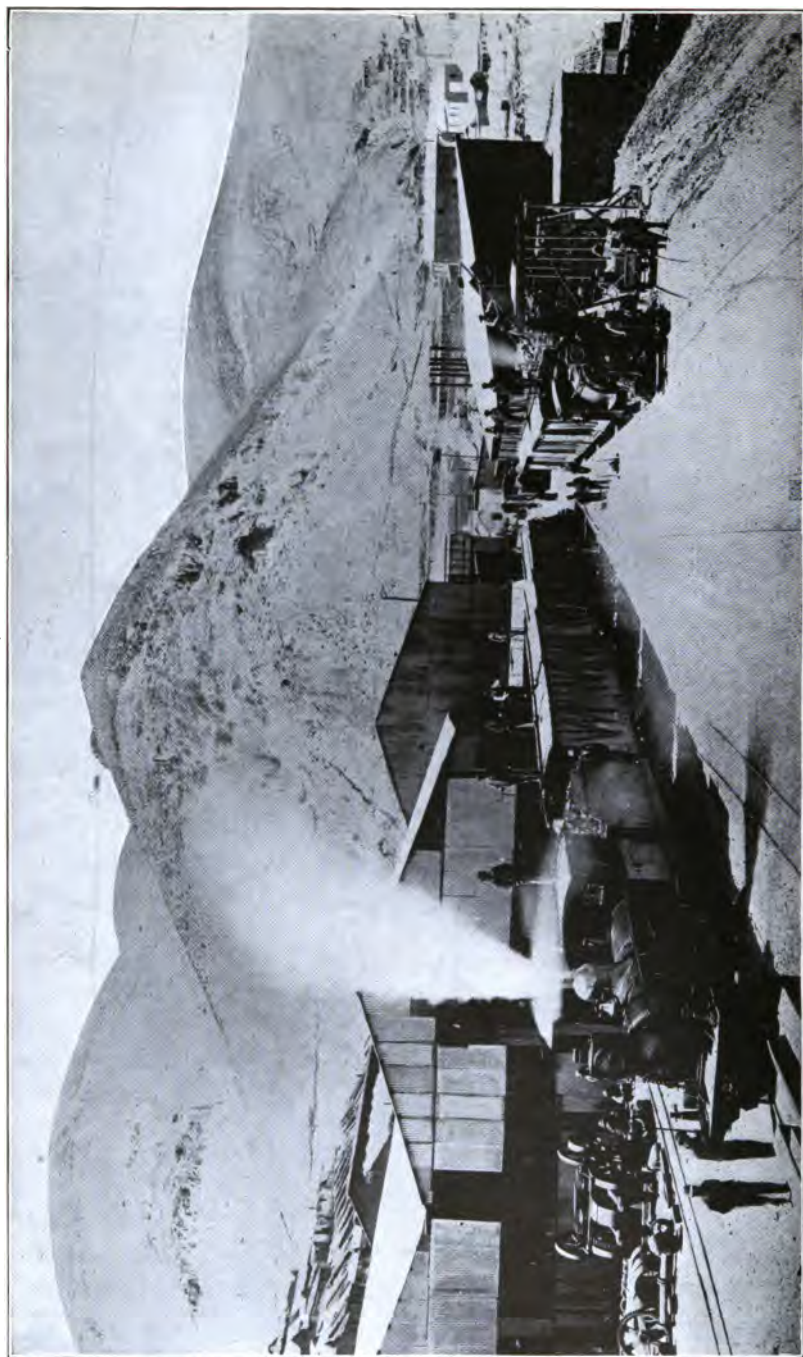
Four million dollars' worth of rubber is the average amount of this product that Bolivia sends to the world; a product that could be vastly increased if more capital and labor were available for its exploitation.

The rubber region occupies the northern and eastern sections of the Republic; along the valleys and in the forests of the Beni, Madre de Dios, Orton, and various other water courses. Millions of trees remain untapped.

There are various classes of rubber trees; but we consider here only two classes: the *caucho* and the *hevea*. The former tree is cut down in order to extract the sap; the latter is tapped at intervals for about two years and then rested for a like period. The best results are obtained when the age of the tree is from 30 to 40 years, and many trees yield for 20 years or longer.

Unfortunately for Bolivia, vast quantities of her rubber pass out to markets of the world where it becomes known by the name of the port from whence it was shipped. The great bulk of Bolivian rubber passes down the Amazon to Pará, and thereafter it is called Pará rubber. The world at large never knows that it was produced in Bolivian territory.

Laborers in the rubber regions of Bolivia are very scarce, and those available command good wages. It costs from \$40 to \$50 to gather



RAILWAY FREIGHT STATION IN PULACAYO, BOLIVIA.

and prepare 100 pounds of rubber for market, and to transport the same quantity to the seaports requires an additional outlay varying from \$15 to \$18.

PUBLIC LANDS.

Situated in the heart of South America, surrounded by five other nations, Bolivia has been unable to attract immigration or to colonize and populate her rich and extensive territory.

The greater part of the land belongs to the government and may be acquired by purchase or otherwise for colonization, agriculture and stock raising, at a much lower price than would have to be paid to a private owner.

In accordance with the law of 1886 government lands may be granted to individuals who make claims for the same, and some extremely liberal grants were made until recently, when the practice was discontinued. Under the above mentioned law 13,426,550 hectares have already been disposed of, with the object of having the land occupied by agricultural settlers. Despite this vast area granted to corporations or individuals there remain many thousands of hectares available for future disposition. In some instances the concessionaires secured the lands with the idea of speculating. In view of the fact that the concessions have not always been taken advantage of, the Bolivian Congress determined to cease granting further concessions, and gave to prospective owners the 31st of December, 1920, as a limit of time in which to perfect their titles. If they fail to do so, the lands revert to the government and proper measurements and demarkation will then be made.

The government has selected 270,000 square kilometers for colonization purposes; included in this area are some of the richest and most conveniently located lands in the country. Tropical products grow wild in many sections and about twenty navigable rivers flow through the region in which these lands lie. This selected territory has been divided into eight zones, and by reason of its area and altitudes, includes a variety of climates ranging from torrid heat, near the Brazilian frontier, to an even, spring-like temperature the year round in the vicinities of Tarija and Sucre.

In the eastern and southeastern sections of the republic, where there are also large areas of the lands reserved by the government for colonization, thousands of wild cattle roam. Oil fields have been discovered in this part of Bolivia, but owing to inaccessibility have been only partially explored and are entirely undeveloped. When the diffi-



A SILVER MINE IN BOLIVIA.

culties of transportation are overcome in the not far distant future (and railroads are already building from the mining districts of Bolivia as well as from the Argentine and Brazilian borders) this region will be provided with the only thing now lacking—a convenient means of transporting its products.

IMMIGRATION.

Bolivia wants immigrants; not those who would pass a life of ease without strenuous endeavor, but men and women who are capable of going to new lands and settling upon them with the idea of permanency. The country especially calls the pioneer like those who crossed the plains of the North American States, banishing the buffalo and starting the plow; types of the early settlers in Western Canada, who upon encountering the hardships of pioneering, struck deeper their determination and finally succeeded by turning the forest into lumber yards and the unused land into waving fields of grain. It is just such sturdy characters that are needed in Bolivia today, and to those who are willing to undergo the discomforts and hardships that all new and undeveloped sections of the world demand, the possibilities of Bolivia are worthy of serious consideration.

The whole of the Chaco territory, parts of the Departments of Sucre, Santa Cruz, Beni, Cochabamba, and La Paz are well adapted to white colonization, and it is an assured fact that all of these regions will in the future be well populated and highly developed.

SYNOPSIS OF THE LAND AND IMMIGRATION LAWS OF BOLIVIA.

Land Laws—The law of the 13th of October, 1905, contains the following provisions:

All vacant lands belong to the nation, and can be acquired by purchase or otherwise, subject to special regulations. An hectare (2.47 acres) of land is the unit of measure. Anyone may acquire as many as 20,000 hectares, paying cash at the rate of 10 cents per hectare, for farming and grazing land; and if the land contains any rubber trees the price is one boliviano (40 cents gold) per hectare.

The purchaser must settle at least one family on every thousand hectares. Any request for a grant of more than 20,000 hectares must be made to Congress.

When the grant is given the land must be measured and properly located by a government expert, and the expenses incurred must be



Photo by I. F. Scheeler.

A HIGHWAY SCENE NEAR SUCRE

The strange contrast between modern automobile transportation and the slow and stately tread of the llama caravan offers many amusing incidents. In the picture the motor car in passing has quite disorganized the llamas and the attendants are endeavoring to collect their frightened beasts. Eventually a railroad is to displace the motor car used today.



Photo by I. F. Schedler.

SUCRE, BOLIVIA--A STREET SCENE.



ENGINEERS AND ASSISTANTS AT A RAILWAY CONSTRUCTION CAMP.

borne by the purchaser. The government reserves some of the vacant lands for adjudication to immigrants, the lands being granted only by act of Congress. In no case can public lands be claimed which are not actually occupied.

Immigration Laws—Any alien not over 60 years of age, upon proof of good moral character, desiring to establish himself in Bolivia will be granted the following privileges: The right to come into the country and be transported to the place of destination over the highways or railroads of the country. This right extends to his wife and children; the free transportation of his baggage; the right to occupy public lands for agricultural purposes, stock raising, or any other useful industry.

Each immigrant can obtain 50 hectares (120 acres), the value of which is fixed at 10 cents per hectare. Children over fourteen years of age can secure 25 hectares extra. The immigrant may have the option of paying cash or in five-year installments. In the latter case 5 per cent annually will be charged for the value of the land. The immigrants may freely select the land desired in the designated zone. Children over eighteen years of age have the right to acquire separate land. No immigrant may possess more than three lots or sections by purchase or other means. In case of purchase on time, the immigrant cannot alienate or mortgage the property, the government having first lien on the land.

FINANCIAL ORGANIZATION.

At the beginning of 1909 Bolivia changed its monetary system from a silver to a gold basis, and the latter has been the financial standard since that time. The unit of value is the boliviano, which is equivalent to about 40 cents, American money. The English pound sterling and the Peruvian gold pound are legal tender and, until Bolivian gold coins are minted, circulate in the country at the fixed equivalent of 12.50 bolivianos to a pound sterling. The silver coins of 50 and 20 centavos value are in general circulation as subsidiary money and are legal tender only to a limited amount. There are also bank bills of 1, 5, and higher denominations which the issuing banks are required to redeem in coin.

In Bolivia there is only one bank of issue, the "Banco de la Nacion Boliviana," with Bs. 19,000,000 paid up capital. It is a government depository for all revenues, and has agencies throughout the country. In 1917 the total amount of banknotes in circulation was Bs. 27,356,282. The bank had over 60 per cent in coin to secure its notes, although the law requires that only 40 per cent be kept available for that purpose.

Besides the "Banco de la Nacion Boliviana" there are three other banks having an aggregate paid up capital of Bs. 22,000,000.

There are also in Bolivia four mortgage banks which loan money up to 50 per cent of the appraised value of rural or urban property. The total amount of their loans in 1917 was Bs. 14,705,593. All of the Bolivian banks pay more than 6 per cent dividends.

THE ARMY

Bolivia believes in military preparedness; but militarism is subordinated to the commercial and industrial development of the country. Every male citizen upon reaching the age of 19 years is required by law to take at least three months' military training in the regular army. After performing this service, which invariably gives the young man a better body physically, the Minister of War selects a certain number from those who have received this instruction, and the latter are required to serve in the regular military establishment for a period of two years. The young men who are not called upon for the two years' service may return to their homes, having at least a slight insight into military life and discipline, and are, therefore, not entirely raw recruits should the government at any time require their services.

The Bolivian soldier is highly efficient; he is naturally robust and strong, and the thorough training of the army by German officers, which for a number of years the government provided, has resulted in the building up of a splendid military organization. The high altitudes of Western Bolivia cause the native to develop extraordinary lung capacity, and as the boy grows to manhood this power increases and gives the possessor marvelous qualities of endurance. The Bolivian soldier is small of stature, patient, and submissive, and probably the soldier of no other country is his equal in performing arduous service at great altitudes.

According to the latest available statistics the military strength of the country is as follows:

Army	4,600
First reserve, 20 to 25 years of age.....	40,000
Second and third reserves, 25 to 40 years.....	50,000
Reserves for home service only.....	10,000

THE PRESS.

During recent years there has been considerable improvement in Bolivian journalism, and a number of additional papers have made



Photo by I. F. Scheeler.

A PICTURESQUE POINT ON THE HIGHWAY BETWEEN POTOSI AND SUCRE.

For several years motor cars have been used as passenger and freight carriers between these two cities. A few months ago construction work was started on a railroad which ere long will span the distance of about 150 miles.



TYPE OF LOCOMOTIVE USED ON BOLIVIAN RAILWAYS.

Extreme altitudes of some of the roads, which are nearly 16,000 feet above sea level, require specially planned steam-producing facilities in the engines.

their appearance. Today there are nearly 100 journals published in the Republic, ranging from the daily and weekly periodicals to technical, trade, and official publications.

Freedom of the press has long been established in Bolivia; and those who read the newspapers can readily see how liberally this power is exercised. The Constitution guarantees the right of the people to publish any writings that are not libelous, immoral, or obscene.

The daily papers have cable news from all parts of the world. Several of the La Paz and Oruro newspapers have recently added more modern machinery and are illustrating their pages with pictures of important events at home and abroad.

Sucre, Oruro, Potosi, Cochabamba, and other cities and towns each have their own papers, and in most cases improvement in the general make-up of the various journals is to be noted.

A number of Bolivian editors and publishers are men of the world, having traveled extensively in Europe, the United States, and Latin America, and have, therefore, acquired a broad outlook toward the world and its activities in general.

PATENT LAWS—TRADE-MARKS.

The law secures to all inventors a full and undisturbed enjoyment of their invention provided it is not contrary to order or good morals.

The discovery of new methods or processes for the improvement of any industry or manufacture shall also be considered as an invention.

Devices tending to change proportion of things already known or to produce articles which are merely ornamental shall not be deemed inventions.

The government has the right to purchase for public benefit the secret of any useful invention.

The patent of invention shall be issued only for a period of fifteen years.

By a yearly payment of five bolivians (\$2.00 gold) a trade-mark can be secured from the Ministro de Fomento. It may be secured for engravings, monograms, vignettes, stamps in relief, letters and numerals with special designs, cards or wrappings of articles, and any other signs intended to distinguish from all other products of factory.

The trade-mark duly secured becomes the exclusive property of the manufacturer or business man who obtained it, who shall have the right to oppose its use by other persons. It gives the trade-mark owner the right to enforce before the courts its exclusive use, and to assign or transfer the same to third parties.



Photo by Cordero. Courtesy of Sr. Bernardino Lopez.

BOY SCOUTS OF BOLIVIA.

The boy scout movement has met with the enthusiastic approval of young and old throughout the Republic, and since the organization of the first company of 80 scouts in La Paz has spread to the smaller cities. In the above illustrations various companies may be seen participating in a reunion of boy scouts in La Paz, the pictures showing that they are well uniformed and equipped just as are those of the United States.

In 1918 a law became effective whereby the period of protection, which was formerly unlimited, was fixed at ten years. Marks that were previously registered are continued protected for ten years from the date of registration and upon the payment of the annual taxes; and where such fees have been paid in advance for a longer period the registration remains in force throughout the time for which taxes were paid, but no new payments for the purpose of extending the duration are accepted.

The transfer of the trade-mark must be recorded at the proper office. All applications must be accompanied by two copies or samples of the marks to be registered. No application shall be admitted unless accompanied by the receipt of the Treasurer showing that the tax has been paid.

DISTANCES IN BOLIVIA.

	<i>Miles.¹</i>
La Paz to Mollendo	520
Arica	278
Antofagasta	711
Sucre	318
Guaqui	61
Yungas	125
Corocoro	78
Puerto Pando	200
Oruro	150
Cochabamba	285
Santa Cruz	585
Riberalta	1,000
Buenos Aires	1,640
Potosi to Uyuni	125
Rio Mulato	108
Sucre	150
Oruro to Antofagasta	560
Cochabamba	125
Challapata	69
Cochabamba to Chimore	56
Arani	35
Santa Cruz	300
Santa Cruz to Puerto Suarez.....	425
Puerto Suarez to Corumba, Brazil	11
Buenos Aires, river.....	1,730
Puerto Pando to Rurenabaque.....	60
(Or by river)	165

¹In some cases distances given are approximate.



A SCENE IN ONE OF THE PARKS OF COCHABAMBA.

Distances in Bolivia—Continued.

	<i>Miles.¹</i>
Guayramerim to Riberalta	53
Rurenabaque to Riberalta	575
Ollaque to Antofagasta	270
Uyuni	108
Uyuni to Pulacayo	20
Tupiza	124
Tupiza to La Quiaca	66
Tarija	85
Tarija to La Quiaca	85
Yacuiba to Ledesma	237

¹In some cases distances given are approximate.

STEAMSHIP AND RAILWAY FARES.

	<i>Normal.</i>	<i>Present.</i>
New York to Cristobal, Panama.....	\$85.00	\$120.00
Panama to Mollendo	132.75	163.00
Arica	138.50	171.00
Antofagasta	164.25	204.00
San Francisco to Panama.....	100.00	152.00
Mollendo to La Paz.....	20.00	*
Arica to La Paz.....	8.00	*
Antofagasta to La Paz.....*	25.00	*
Atocha via Tupiza to La Quiaca by stage.....	30.00	*

Atocha via Tupiza to La Quiaca baggage 2 cts. per lb.

Sleeper berths on Bolivian line to Antofagasta, \$3.00 per night; Arica line, same rate.

The fares above quoted may be changed at any time; they are merely given here in order that the traveler may form a general idea of the expense of a trip to Bolivia.

Hotels in the larger Bolivian cities charge from \$3 to \$4 per day for transient guests, which includes two regular meals and the usual morning bread and coffee. Special rates are usually made for prolonged stays.

*These fares have also been increased from 20 to 50 per cent.

HOW TO REACH BOLIVIA.

It is presumed that the average traveler contemplating a trip to Bolivia desires to follow the easiest and quickest route. From New York, San Francisco, or New Orleans there are various steamship services,



Photo by I. F. Scheeler.

A GLIMPSE OF THE TOWN OF COROICO.

The railroad now under construction from La Paz toward the Yungas region will pass through this place, thereby opening a modern outlet for many tropical products that are now transported to the capital by primitive methods. Note the growing crops on the fertile hillsides.

which lead via Panama. From European countries the Panama route is also shorter and quicker than by way of Argentina. From Panama southward there are several lines of regular connecting steamers to any of three ports: Mollendo, Arica, and Antofagasta. From each of these ports there are railway connections with La Paz and other sections of Bolivia. Recent steamship service from New York to Valparaiso provides through passage via Panama, thereby enabling travelers to reach Bolivia more easily and quicker than in past years.

The unusual altitude of the high plateau of Bolivia makes it advisable for the stranger to enter that region rather gradually, which is best accomplished by leaving the ship at Mollendo and proceeding to Arequipa, Peru, a half-day's train trip. The latter city is situated at an altitude of 7,500 feet, and one may profitably spend a few days there before going higher up the mountains. From Arequipa to Puno on Lake Titicaca the distance is covered by train in one day; after a night spent aboard steamer crossing Lake Titicaca, diagonally 125 miles, the traveler lands at Guaqui, the Bolivian frontier; then 60 miles by railway or three hours time and one arrives at La Paz, 520 miles from the port of Mollendo.

From Arica there is direct railway connection with La Paz, 278 miles, the shortest route from the Pacific to the Bolivian metropolis. The ascent is rapid on this road and on one section there are 30 miles that must be climbed by cog railway, the grade being too steep for the ordinary train service. There is no change of cars, however, and through trains are operated several times a week in each direction. The time consumed on this journey is 18 to 20 hours, and as the new road settles to traffic the trip will be made much more quickly. The outward journey is accomplished in fewer hours.

From Antofagasta the railway distance to La Paz is 711 miles, and through service trains are operated as far as Oruro, where direct connection is made for La Paz, 150 miles further inland. The Antofagasta line as far as Oruro is narrow gauge, but the cars are surprisingly comfortable and the long journey is one of interest to the seasoned traveler.

At this writing only about 125 miles of railway are needed to link La Paz with Buenos Aires. Construction work is progressing between Tupiza and La Quiaca, a distance of 66 miles, the Argentine railways have already reached the latter town, which lies near the boundary between the two countries. Bolivian railroads building southward toward those of the Argentine have reached Atocha, and trains run to that point; from Atocha one must travel by stage to Tupiza, where the night is usually spent, and from Tupiza to La Quiaca by the same



SCENES IN EASTERN BOLIVIA.

Upper: The Province of Santa Cruz lies approximately 1,500 feet above sea level, contrasting strongly with Western Bolivia. In the former, sugar cane grows to perfection; the scene is typical of the industry, which awaits more capital for further advancement. Lower: In Eastern Bolivia the coca plant also thrives and the leaves are extensively exported. The scene depicts a coca harvest.

means. Railway trains in Bolivia and Argentina, working in conjunction with the stages, are transporting travelers between the capitals of the two countries in exactly one week.

The other routes to Bolivia via the Amazon and the Madeira Rivers, and by the Plata and Paraguay Rivers are not yet practical for the average traveler, but are used by persons who seek new experiences and are willing to undergo hardships. On both routes the traveler must resort to mule service after leaving the river steamers, provided he desires to reach the larger Bolivian cities. The distance overland from Puerto Suarez, on the Paraguay, is about 1,000 miles; from Riberalta on the Beni River one must cover approximately the same distance by small river boats and pack animals to reach La Paz.

The dry season, from May to December, is usually regarded as the best time to visit Bolivia.



Photo by I. F. Scheeler.

A PICTURESQUE LANDSCAPE IN THE YUNGAS REGION.

Yungas coffee has become famous for its delicious flavor and other pleasing qualities, but in the past transportation has been tedious and expensive. The new railroad now building through these beautiful valleys will provide quick freight service for larger quantities of coffee and other foodstuffs.



Photo by I. F. Scheeler.

SCENE IN THE YUNGAS REGION OF BOLIVIA.

Present method of transporting products to market. Along approximately the same route the railway is now being constructed. Probably next year the road will be in operation and primitive transportation relegated to the past.

The lines from each product to the map show the principal centre of production in Bolivia.
 The new loans proposed by Bolivia are intended for the construction of the railway lines marked in white

